

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS

Intimations.

STEAM NAVIGATION COMPANY.

Intimations.

**WM. POWELL,
LIMITED.**
—ALEXANDRA BUILDINGS—
Des Vaux Road.

**FURNISHING
DEPARTMENT,**
(FIRST FLOOR BY LIFT.)

**NEW
TWIN
BEDSTEADS,**
from \$65 to \$385 a pair.

Stocked in
**BLACK AND BRASS,
ENAMELLED
GREEN AND BRASS,
ENAMELLED
BLUE AND BRASS,**
and
ALL BRASS.

**BEST
SPRING
MATTRESSES**
FOR THE ABOVE,
at
reasonable prices.

**SOLE AGENTS
for
ADDISON'S
PATENT
PORTABLE
SANITARY
COMMUNE,**
\$14.50 to \$21.50 each.

INSPECTION INVITED.

**WM. POWELL,
LTD.,**
HONGKONG.

Hongkong, 4th July, 1905.

Intimations.

**THE CHINA LIGHT AND POWER
COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 6, Connaught Road, Victoria, TO-MORROW, the 8th day of July, 1905, at 11.30 in the Forenoon, when the subjoined Resolution which was passed at a meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION.
"That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each."

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th July, 1905. [672]

**THE GREEN ISLAND CEMENT
COMPANY, LIMITED.**

NOTICE.

SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th June, 1905. [688]

**THE HONGKONG ELECTRIC
COMPANY, LIMITED.**

NOTICE is hereby given that the SIXTEENTH ORDINARY YEARLY MEETING OF THE SHAREHOLDERS will be held at the Company's Office, No. 6, Connaught Road, Victoria, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 31st April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th June, 1905. [674]

THE CLUB LUSITANO, LD.

NOTICE.

THE Certificate No. 147 (10 Shares in the above Company numbered 54 to 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100) inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,
H. M. BASTO,
Acting Hon. Secretary,
Club Lusitano, Ltd.
Hongkong, 24th June, 1905. [681]

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.0 PER THOUSAND Cubic Feet, they now offer the following FAVOURABLE TERMS TO INTENDING CONSUMERS:—

1. SERVICE FREE up to 50 feet in length will be laid FREE.

2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company Hire or Sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting—and IN VINE INS EDITION of their Stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY,
Local Secretary.
Hongkong, 13th June, 1905. [651]

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN PLASMON BISCUITS. They contain 20 per cent. of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:—

SWEET, PLAIN (UNSWEETENED), WHOLE-MEAL, AND CEREAL.

H. RUTTONJEE,
Hongkong and Kowloon.
Hongkong, 3rd July 1905. [658]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 75.

IRON, WOODEN AND TAISHER BARRIERS, WIDENING OF CHANNELS THROUGH.

NOTICE is hereby given that the Channels through the IRON and WOODEN BARRIERS in C-LINSON BEACH and TAISHER BARRIER in BLENHEIM PASSAGE, have been widened and deepened as follows:—

IRON BARRIER, 420 feet of the Central Section of its Northern end have been removed, leaving a passage of 570 feet in width, with a depth of 16 feet at low water of Spring Tides.

WOODEN (OR BRIDGE) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 16 feet at low water of Spring Tides.

TAISHER BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two beacons each bearing a Red Shape and showing a Red Light by Night; and the Southern side by a Black Conical buoy surmounted by a Green Light at Night.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.
Customs House,
Canton, 1st July, 1905. [710]

CANADA'S TRADE WITH JAPAN.

If there is a prejudice in Japan against the cottons of Canada, the cause of it does not lie, as Mr. Fielding suggests, in this country's non-participation in the Commercial Treaty concluded between Great Britain and Japan in 1894. Its origin is to be dated three or four years later.

In 1897 Mr. Fielding performed his operation on the Canadian tariff. The most painful results of his awkward surgery were those of his reciprocal clause. This clause made quite a hole in our tariff fence. It ran as follows:—

"When the Customs tariff of any country admits the products of Canada on terms which, on the whole, are as favourable to Canada as terms of the reciprocal tariff herein referred to are to the countries to which it may apply, articles which are the growth, produce, or manufacture of such country, when imported direct therefrom, may then be entered for duty or taken out of warehouses for consumption in Canada at the reduced rate of duty provided in the reciprocal tariff set forth in Schedule D to this Act."

The reduced rates of the reciprocal tariff set forth in Schedule D, were as follows: Seven-eighths of the regular duty, from the 23rd of April, 1897, to the regular duty after the latter date. This was a substantial concession, and one of the countries entitled to it as admitting Canada's products on far more favourable terms, was Japan. Japan's claims were recognised, and her products came into Canada at the reciprocal rates. Nor was Japan the only country. Some forty countries in all were found to be entitled to the reciprocal discount on the most favoured nation grounds.

Mr. Fielding's scheme to dilute the tariff was expanding even beyond the exultant predictions of himself and Sir Richard Cartwright, both of whom described it as an instalment of free trade. One of the nations that came into the enjoyment of the benefit without giving an equivalent was Germany. In accordance with the terms of a commercial treaty in which Canada was bound along with Britain, Germany was entitled to any concessions Canada made to any other nation. So Germany came in without moderating in the slightest degree its high tariff as against Canada. Thus, under the reciprocal clause, Germany was getting something for nothing. To help Canada out of this consequence of Mr. Fielding's blunder the Imperial Government consented to denounce the German Treaty, thereby putting an end to Germany's right to the reciprocal tariff. But that did not cause the muddle to vanish. There were other nations to be shaken off who were not reciprocating.

So, in desperation, Mr. Fielding abandoned the reciprocal idea and launched into the British Preference. This meant the cancelling of the concessions to Japan and other countries who were giving Canada more than equivalent. Japan has not forgiven the Laurier Government for this shabby treatment. That is the cause of any sentimental bias it has against our goods.—*Toronto Mail and Empire.*

THE DANGER OF HIGH COLLARS.

That a stiff high collar may press against the pneumogastric, or vagus nerve, to such a degree as to cause serious symptoms, such as loss of strength, neuralgic pains, nausea, and even anæsthesia, is the belief of Dr. F. B. Brubaker, as stated in The Medical Mirror (St. Louis). People who habitually wear high collars without experiencing any of these ill effects may be surprised to learn the harm that this seemingly innocent article of haberdashery can wreak. Says Dr. Brubaker:—

"It is a noteworthy fact that all the more important vital structures of the body are safeguarded from injury, encased within bony walls, or hidden deep under layers of muscles.

"The important functions of the pneumogastric nerve render it necessary that in its passage through the neck it should be protected from injury. We therefore find it enclosed within the same sheath as the carotid and placed between the artery and internal jugular vein, lying posteriorly to both. By this provision the nerve is placed between double on either side, this arrangement providing a degree of elasticity uncommon in nerve protection.

"The effect of compression on structures in this locality was known to the ancient writers on medicine, but the phenomena observed were ascribed to the artery rather than the nerve. For instance, it was noticed then, as now, that pressure on this part of the neck was followed by a sensation of want of air, by deep and laborious breathing, rapid heart primarily, to be afterward retarded with sometimes a sense of sinking over the precordial region. Continuing the pressure occasions a deep-seated, benumbing sensation in the head, as if one were about to lose consciousness. Gastric symptoms, amounting to nausea, etc., even vomiting, may arise, with lassitude, languor, lowness of spirits and want of repose, remaining for an hour or two then gradually wearing away. It will thus be seen that pressure over the carotid artery in the neck is followed by various symptoms.

After describing several cases in which these and similar symptoms seem to have been caused by wearing high close-fitting collars, Dr. Brubaker reminds his readers that they also accompany many diseases, such as those of the lungs, in which distention of the pneumogastric nerve is a feature, and he asserts that we are warranted in believing that irritation due to prolonged pressure may act in a similar way. He goes on to say:—

"Believing that collars extremely high and tight might become an exciting cause of irritation to this important nerve in certain cases, and being stimulated to further research along this line by the experience of a patient whose difficulty was undoubtedly caused by continuous pressure upon this nerve by his collar, I believe it to be the cause of at least transitory symptoms in such people as bookkeepers, writers, clerical men, and others whose various callings require constant and interrupted stooping and bending of the neck.

It is not necessary to suppose in support of our argument that irritation or pressure must be direct and immediate upon the pneumogastric, the nerves supplying the integument of the neck and the overlying skin being at least simply supplied by nervous energy which communicates with the pneumogastric. All irritation and all pressure therefore, when of sufficient degree, must be reflected thereon to the detriment of the sufferer."

Intimations.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.50 per hundred.

FLOR DE MONDEGO

AT

\$6.00 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905. [176]

BAY VIEW HOUSE,

MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, LUNCHEONS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1895. [152]

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VOUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [167]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILAR STREET.

REASONABLE FEES.
Consultation Free.
Hongkong, 24th July, 1904. [166]

Auction.

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be sold by Public Auction by Order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD PROPERTY,

situate at Kowloon, in the Colony of Hongkong, ON

FRIDAY,

the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs. HUGHES & HOUGH'S Sales Rooms, Des Vaux Road Central.

ALL that PIECE or PARCEL OF GROUND registered in the Land Office as Hunghom Island Lot No. 240 together with the Building thereon, known as No. 74, Des Vaux Road, Hunghom, abutting on the North side thereof on Crown Land and measuring thereon 15 feet, on the South side thereof on Hunghom Road and measuring thereon 15 feet, on the East side thereof on Hunghom Island Lot No. 242 and measuring thereon 50 feet and on the West side thereof on Hunghom Island Lot No. 248 and measuring thereon 50 feet and which said Piece or Parcel of Ground contains in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 77 years from the 19th day of December, 1897, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Plaintiffs in the above action, or to

Messrs. HUGHES & HOUGH, Auctioneers.

Dated the 26th day of June, 1905. [696]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 8th July, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF ENAMELLED WARE GOODS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th July, 1905. [718]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION, By Order of the Supreme Court of Hongkong and with the approbation of ARATHOON SEETH, Esquire, Registrar of the Supreme Court of Hongkong, pursuant to the order for sale made in the above action and dated the 14th day of April, 1905.

THE VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTY,

situate at Victoria, in the Colony of Hongkong, ON

MONDAY,

the 17th day of July, 1905, at 3 o'clock P.M., at Messrs. Hughes and Hough's Sales Rooms, Des Vaux Road Central,

IN ONE LOT, BEING

ALL that right of Equity of Redemption of and in SECTIONS A and B of MARINE LOT No. 236 and THE RECLAMATIONS thereon. Together with the Messuages or Tenements thereon, known as Nos. 188, 190, 192 and 194, WING LOK STREET, and Nos. 36, 37, 38 and 39, CONNAUGHT ROAD WEST, Hongkong. The Property is more particularly delineated on a sale plan thereof which can be inspected at the Offices of Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Vendor.

Sections A and B of Marine Lot No. 236 are held from the Crown for the residue of a term of 99 years from the 25th day of June, 1870, granted by a Crown Lease dated the 7th February, 1870.

The Praya Reclamation to Sections A and B of Marine Lot No. 236 are held upon and under the terms and stipulations of the usual Reclamation Agreement.

The area of the whole of the said Property is 7,124 square feet.

The Crown Rent in respect of the whole Property is \$127.40.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Plaintiffs in the above Action who have the conduct of the said sale, or to

Messrs. EWENS, HARSTON & HARDING, Solicitors for the Defendant, LI TSUNG PAK, in the said Action, or to

Messrs. HUGHES & HOUGH, Government Auctioneers.
Hongkong, 29th June, 1905. [701]

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by

PUBLIC AUCTION,

ON

FRIDAY,

the 21st day of July, 1905, at 3 P.M., at their Sales Rooms,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY,

situate at Mount Kellett, in the Colony of Hongkong, viz:—

1.—All that PIECE or PARCEL OF GROUND being a portion of the piece of parcel of ground situate at Mount Kellett aforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North side thereof on a portion of the said Rural Lot No. 76 described on the Sale plan thereof as Lot No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 398 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 165 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 36,700 Square Feet or thereabouts. Apportioned Annual Crown Rent \$18.50;

and

2.—All that PIECE or PARCEL OF GROUND being another portion of the said Rural Building Lot No. 76 abutting on the North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 165 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said sale plan as LOT No. 2, and contains an area of 56,700 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the 6th day of March, 1896, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 dated the 3rd day of June, 1892.

A Sale plan of the said property can be inspected at the office of Messrs. JOHNSON, STOKES and MASTER and at the Auctioneers' office.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendor, or to

Messrs. HUGHES & HOUGH, Government Auctioneers.
Hongkong, 21st June, 1905. [707]

Intimations.

ALL PERSONS having CLAIMS against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in writing to his Attorney, WILLIAM JAMES HOBBS C/o the Undersigned, when they will be promptly liquidated.

Unless such Claims are sent prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.

Dated the 5th day of July, 1905.

JOHNSON, STOKES & MASTER,
8, Des Vaux Road Central,
Solicitors for the said Mr. WILLIAM JAMES HOBBS, Attorney for the said JAMES R. SYMINGTON.

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NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF LABOUR AND JUNKS in connection with the COALING of H.M. FLEET, etc., at Hongkong, for a period of 12 Months from the 1st August, 1905.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE WILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDMANN SONS &
CO., LTD.

	Per dozen.
Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Natty	24.00
Pin Old Brown	36.00

A. S. WATSON & Co.,
LIMITED.

Agents in Hongkong and South China for
SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

Hongkong, 22nd June, 1905.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 7, 1905.

THE THIRD TEST MATCH.

The third test match between England and Australia has ended in a draw. It is some consolation to think that the odds were in favour of England, but this irritating and most unsatisfactory result will only serve to strengthen the argument that test matches should be played to a finish, no matter if it takes a month to secure the last wicket. The first match was won by England. The second was abandoned on account of rain; and now the third is stopped because the time limit had expired. In a country like England where the weather is so delightfully uncertain that many prophets find a lucrative calling in proffering forecasts which are as frequently wrong as they are right, it should be recognised that to tie a match down to certain limits of time is to fly in the face of Providence. In the case of county matches which are arranged in the winter and so carefully compiled that any deviation from the list would upset all calculations, it may be impossible to allow more than a certain time for each match. But in the case of a test match the conditions are altogether different. The players for England are selected from various clubs whose fixtures are not affected by the absence of their star players. The Australians are in England; not to beat half a dozen county elevens, but to carry back the "ashes," and if they are prevented from doing so by an arbitrary rule which says that a match shall last so long and no longer the disappointment will be as keenly felt by sporting Englishmen as by the great cricketing public of Australia. Already three out of the five test matches have been played and we have only one definite result. If England wins one of the two remaining test games the "ashes" remain in England. The fault that the third game ended in a draw can hardly be laid against England, for the second innings was declared when only five batsmen had been retired. Australia had to make 402 to win, and the Cornstalks had got 178 with three wickets when the match ended. Australia might have won—stranger things have happened on the cricket field—and then there would have been real interest in the two succeeding games. As it is, the advantage is all on the side of England, and while Englishmen abroad will rejoice that the old country is still at the top of the game there will be an under-feeeling that Australia is experiencing exceedingly hard luck. We can only trust that the next couple of test matches will be played to a finish so that we may know definitely which is the better team.

THE NEW R. C. BISHOP OF HONGKONG.

FATHER POZZONI APPOINTED

According to a private telegram which was received from Milan to-day by Father De Maria, who has been acting as pro-Vicar Apostolic since the death of Bishop Piazzoli, the announcement has been made that the Rev. Domenico Pozzoni has been appointed Roman Catholic Bishop in Hongkong. Hongkong, it may be stated, is not a See under the Roman Catholic hierarchy, and it is customary to appoint the Bishop resident in Hongkong to an Italian See. The telegram, however, does not state what will be the official designation of Bishop Pozzoni.

The Right Rev. Domenico Pozzoni was born at Palermo, in the diocese of Milan. He studied at the Milan seminary, and after his ordination he elected to undertake missionary work. He was appointed to the Chinese field and in 1885 arrived in Hongkong. During the twenty years of his service in the Far East, Bishop Pozzoni has laboured indefatigably among the Chinese in the New Territories, and so conscientious has his work been, and so closely has he identified himself with the people of his mission, that his visits to Hongkong have been few and far between. The result is that he is a comparative stranger to the majority of the brethren in Hongkong, although his name as an earnest and zealous worker is known and esteemed. For a considerable time he assisted the late Bishop Piazzoli in his ministrations to the Chinese, and on the last occasion that his predecessor visited Italy, Father Pozzoni accompanied him. The new Bishop is described by those who are favoured with his acquaintance as an exceedingly worthy head of the Church in Hongkong; his nature is mild and amiable and he has not an enemy in the world.

LOCAL AND GENERAL.

THE Colonial Secretary has received the following telegram from H.B.M.'s Consul, Chefoo, dated 1st inst.:—"Quarantine on arrivals from Hongkong."

MR. W. J. Russell, of the Hongkong and Whampoa Dock Co., prosecuted his house boy for leaving his service without giving due notice. The man was fined \$15, or one month's imprisonment.

It is reported that the total number of sick and wounded soldiers in the Japanese Military Reserve Hospitals throughout the country is now 40,000, the Tokyo Hospital, the largest of all, having some 8,000. The number of invalided troops was at one time nearly 60,000.

ON behalf of Mr. Y. Sakatani, the Vice-Minister for Finance of the Japanese Imperial Government, Mr. M. Nomia, Consul for Japan, has forwarded to us a copy of "The Fifth Financial and Economic Annual of Japan," just issued by the Finance Department.

As a result of the squall this morning, the water police, while patrolling the harbour discovered near Shaukiwan a cargo junk floating, bottom upwards. As no report had up to a late hour been made to the police, and no bodies found, it was not known whether the capsizing of the junk was attended with any loss of life.

PROGRAMME of music to be performed by the Band of the 2nd Bat., Royal West Kent Regt., on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 8th inst. Owing to the Band having a later engagement, the band hours will be from 7.30 p.m. to 8.45 p.m., instead of the usual time.

TONY Robertson, living in Hollywood Road, was sued by a houseboy in the Summary Jurisdiction Court to-day—His Honour Mr. A. G. Wise, Puisse Judge, on the bench. The houseboy claimed \$17.90, made up of \$15 for wages and the remainder for sampan hire and petroleum. The defence was that the boy was new to the work, and that he had really been engaged to collect money. She gave him an advance of \$5 and promised to pay the remainder at some other time; she wanted the boy to remain in her service because he knew the offices where he had to collect the money. His Lordship said the boy certainly did not look as if he were worth \$15 a month. Judgment was given for the plaintiff—\$3.50 for wages and 15 cents for sampan hire, etc., total \$3.55 and costs.

ADJOURNED from Wednesday the summons issued by Louis Comar, proprietor of the "Main Hotel," against J. Carton, agent of a phonograph company, for disturbing the peace of the neighbourhood, by causing certain noises to be made at night, was resumed before Mr. G. N. Orme this morning. The facts, briefly, were that defendant, in order to secure new records for phonographs and gramophones, of the Columbia Phonograph Company, engaged during the day, musicians of sorts, chiefly Chinese "bandsmen," to play for him, and, during the night, kept machines running till one o'clock, making it impossible for anyone in the house to sleep, and in consequence several of his boarders have left to take other, and quieter, quarters—Defendant said complainant knew, when he let him the rooms, the use they were to be put to, and he had been put to a lot of expense fitting them up. His Worship said defendant could not maintain any such nuisance near European residences, and had better go "further west." An order was made giving defendant seven days in which to abate the nuisance, or vacate the premises.

We find in the Transactions of the Entomological Society of London, for the year 1904, two contributions from Mr. John C. W. Kershaw, F.E.S., F.E.S., who has been residing at Macao for some years past. The first deals with "The Life History of Gerydus chinensis, Felder" which, it should be explained, is a butterfly, fairly common throughout the year in certain localities near Macao and Hongkong, while the second article is on "Butterfly-destroyers in Southern China." We are told that in this district lizards destroy or injure the largest number of butterfly images while the tops of bushes, and other reptile foes to butterflies. His notes point to butterflies which have escaped the sundry and manifold dangers of the egg, larva and pupa stages having, collectively, comparatively little to fear in the perfect state. The first of the articles is illustrated by Mr. Kershaw with one of his own drawings executed with that accuracy and attention to detail which characterise all his work as a naturalist.

THE two Norwegian sailors from the s.s. *Egmont Castle*, who were sentenced by Mr. F. A. Hazeldan to two weeks' imprisonment with hard labour, for refusing to obey the lawful orders of the Captain, as recorded in these columns yesterday, were produced before Mr. Hazeldan this afternoon and informed that, after consultation with the Harbour Master, it had been decided to put the men on board the steamer before she sails, as she is scheduled to do, to-morrow afternoon, in order to prevent their becoming distressed British seamen, or otherwise a charge on the Colony, on the expiration of their sentences. The men said they preferred to serve out their terms in gaol rather than go on board the vessel. Captain Moodie said he did not know when, if at all, he would be returning to Hongkong; he was at present bound for Saigon, future destination unknown. He added that if the men were placed on board to-night they would in all likelihood seize an opportunity of returning ashore, and lying *parade* until after the vessel had sailed. He had no means of preventing the men going ashore short of putting them in irons, and, under the circumstances, he was in no way authorized to do that. The men were thereupon remanded to gaol until to-morrow morning, when they were to be placed aboard by the police prior to her sailing.

THE "TRAVANCOR" INQUIRY.

FURTHER HEARING.

SERIOUS ALLEGATIONS.

The Marine Court, appointed to inquire into the stranding of the sailing ship *Travancor* and the charges of incompetency brought by her crew against the master, Capt. William Chamberlain, held another sitting to-day when further evidence was taken.

The members of the Court are:—the Hon. Captain Barnes-Lawrence (president), Lieut. Charles K. McCallum, R.N. (H.M.S. *Tamir*), Messrs. H. Pybus (Master, s.s. *Empress of India*), St. John George (Master, s.s. *Macquarie*), and W. Robb (Master, s.s. *Talping*). Mr. C. D. Wilkinson (of Messrs. Wilkinsons and Grist) appeared for Mr. Chamberlain, and Mr. J. Hays (of Messrs. Johnson, Stokes and Master) represented the owners of the ship.

Capt. Chamberlain was first called and continued his evidence. He stated that he returned with the crew to the ship at 3 a.m. on the 2nd June. Shortly after they got aboard the vessel commenced to bump, and as he thought she would break up he ordered the men to return to the boats. This was about six o'clock of the same morning. They pulled a little distance away and laid off the ship for about an hour when they again boarded the vessel, which, at that time, was not bumping quite so heavily. They endeavoured to get her off by means of hawsers and anchors, but were not successful so he decided to wait for the tide to rise. Several other efforts to refloat her were made during the day but with no avail, and it was eventually decided to await assistance from Hongkong. During this time they had four men away who had been sent to Hongkong. He thought four men were sufficient to man the life-boat, and considered he was justified in sending that number only.

The President—Are you sure in your own mind that was the lifeboat you sent?

Witness—No. It was not the lifeboat; it was the gig.

You stated in your evidence that it was the lifeboat. Do you wish me to correct that?

—Yes, sir.

Continuing, he said that two days later the *Liking* arrived at the scene of the stranding.

The President—Do you mean the *Liking*; was not it the *Robert Cooke*?

Witness—Yes, that was the *Robert Cooke*. The *Liking* brought back the crew from Hongkong, and the *Robert Cooke* brought back the ship's gig. As soon as the tug-boat drew near witness communicated with her and got the tow rope fast to her. He ordered the men into the boats in case the vessel should sink if she got into deep water. The *Liking* had arrived on the 2nd June and witness gave the crew permission to go on board of her for the night. During that same evening when witness and the mate were the only two on board, the vessel slipped off the rocks, and he (the captain) immediately sent up red lights as a signal for the crew to return to the ship. In about an hour and a half the crew came aboard, but by this time the ship had gone ashore again.

By the President: The vessel was afloat about three quarters of an hour. The fore yard was braced up on the starboard tack. The main and crossjack yards were square. All the lower topsails were set and the foresail, but no head sail. They were set when the land breeze came up about 8 p.m. with the hope that they would assist in driving the ship off. They were set by witness and the mate.

The President—Would it not have been wiser precaution to have signalled to your men to come back immediately if it occurred to you that the ship might slip off?

Witness—But the wind came in such a rush, and as soon as ever it came she started off. It was then that I signalled to the men. I signalled immediately, and the *Liking* answered at once.

After you got off you hoisted the blue light?—Yes.

Would it not have been better to have sent off your blue lights previously to getting off if you had the idea that the ship might slide off? You would then have had the advantage of having the crew aboard. Apparently it did not occur to you to have the crew aboard before you sent the ship off.

Yes, but not until after the ship got afloat. There was a reasonable prospect of your getting off and because of that reason you set certain sails.—Yes, sir.

The wind, as you hoped, would send the ship into deep water, and then it was that you made the signal for the crew to come aboard. I ask you, would it not have been better if you had got them off previous to making the sail and gliding off so that you would have had them there to work the sails?—It was such a short time. The men had not been aboard the *Liking* many minutes before the ship slipped off. In fact, had only just got aboard of her.

Don't you think you were rather mistaken in letting them go aboard of the *Liking* at all? Were you wise in letting them go?—Yes, we expected the mate to come down the way the ship was bumping. If the masts had fallen and the men were on deck they might have been killed.

Proceeding, witness said that on the return of the crew he trimmed the sails so as to assist in getting the ship off. This was about 1 or 2 a.m. on the 3rd June. The crew then left the ship accompanied by the first officer, while witness remained on board.

By the President:—He remained as he considered it his duty to do so long as the vessel was afloat. The ship was still bumping. He tied the ship's log and chart round his waist. He usually kept the chart in a drawer in the saloon which was part of his private quarters. The officers could at any time have access to the chart. The boat laid off the ship until daylight on the 3rd June. When the *Robert Cooke* hove in sight witness called one of his boats alongside and proceeded on board of the tug and a hawser was passed across. As soon as this was fast he ordered the crew back to the boats. The *Robert Cooke* then commenced to tow, and the vessel came off; witness and the mate were the only two on board. They were towed into Harlem Bay as the ship was filling rapidly, and he anchored there in 12 to 13 feet of low water after the first officer had let go the hawser by mistake. The *Robert Cooke* then returned to Hongkong for pumps; and the crew came aboard and, after furling the sails, were put on the hand pumps. The crew grumbled several times.

The President (to the Court):—Well, gentlemen, I think we have got as far as the narrative goes, having reached that position at which I do not think it is necessary to continue the story. The act of getting back to Hongkong after the ship was got off, when she was in a position to do so, does not really affect the case. Therefore, I don't propose to ask the master anything further myself.

By Lieut. McCallum.—Who supplies your charts to the ship? Who pays for them?—I pay for them.

Is that customary?—Not always. But in the firms that I have been in I have generally had to buy my own charts.

Don't you find that very expensive?—It is rather expensive.

Are you bound to pay for them yourself?—Yes, sir.

The President.—The money comes out of your own pocket?—Yes, sir.

Lieut. McCallum.—Is it a written stipulation between you and your owners that you have to find your own charts?—It is not a written stipulation.

But they make you do it?—Yes.

In the course of further cross-examination the witness said he put his back in the night of the 31st May and informed both the 1st and 2nd officers of the fact. Had a breeze sprung up the first officer would have informed him in the middle watch. That was a standing order. He did not consider it was necessary to turn over his duties to the first officer when he hurt his back.

Capt. Pybus.—When you found the ship could not stay and was beginning to wear did it not strike you as she was getting near land, to let go an anchor?—I felt confident she would go round and therefore did not let go an anchor. The first officer was clearing the anchors at the time. They are let go from the cockbill.

Why did you tie the log book and chart around your body?—To keep them safe while I was getting into the boat.

The log book was saved; how is it you did not save the chart?—I don't know how it got out.

You had it round your body; how is it that it got away?—It slipped out. When the captain brole I took it off while I went below to look for a knife to cut through the 3rd line attached to the capstan and I laid the chart down.

Continuing, the witness said that the official logs and the chart were lost.

Replying to Capt. George, he said he had been in command of the ship for a little over six months, but he did not know the sailing qualities of the vessel in ballast trim. Asked what his reason was for standing so close into the land he said he thought there was plenty of room to go about. The second officer had access to the charts whenever he wished to see them, and it was usual for the officer to go into the cabin and look at them.

Capt. George asked the President to make a special note of what had transpired in connection with the charts, for although it might not have a very great deal to do with the present case it would be of importance in connection with future cases.

By Mr. Wilkinson.—He had had long experience in sailing vessels.

Certificates were handed in to the Court.

Mr. Wilkinson.—Capt. Chamberlain, the suggestion was made that you were not perfectly sober at the time the ship left Hongkong. What have you to say to that?

Witness.—I deny it, sir.

Witness added that occasionally he took a glass of whisky, but he could not drink much spirits as some years ago he was snowblind and if he took spirits his eyes would probably be permanently affected. It was very seldom that he took alcohol of drink.

The Court adjourned.

After the adjournment Charles Michell, able seaman, of the *Travancor*, was called and stated that, on leaving Hongkong on the 31st May he went to the wheel at 5.35 a.m. and noticed that the captain was acting in a peculiar manner—not as he should do if sober. When leaving the harbour it was raining heavily; witness was relieved at the wheel at 8.30 a.m. and about eleven o'clock "we all noticed the captain falling down on the poop in front of the man at the wheel—senior prentice Gordon." They called the attention of the chief officer to this and he observed—

Mr. Hays objected, and witness did not furnish the reply.

He proceeded to relate the circumstances attending the departure of the ship from Hongkong and her subsequent voyage up the coast, and the ultimate stranding. He said she ran stern on to the rocks with a sudden bump, her jibboom nearly touching the cliff. Witness afterwards proceeded to Hongkong and upon his return to the ship, on the 2nd June, the captain informed the master of the tug boat that he was too late as the bottom was out of the ship and her rudder was unhipped. Three of these on the *Robert Cooke* boarded the vessel, witness being the first to arrive on the deck, as seeing she was abandoned it would not do for anyone else to be the first on board! There was no one there to give orders so witness asked the master why didn't he tell them what to do, and previous to this the 1st officer of the *Robert Cooke* had told the master to put out a hawser; but witness was waiting for orders from the captain of his own ship. Witness proceeded to state what occurred up to the time that he left the ship.

The Captain charges us with cowardice, he remarked, "and I don't think there is a man among us who would not like fair play. The captain was often found under the influence of liquor; I have seen him often myself. When we left the ship in the boats we saw him under the influence of liquor, and all that morning he was under the influence of drink."

The President.—How did you determine that fact?—By his action. I can tell by a man's action in walking and by his talk.

Lieut. McCallum.—You said you noticed the captain, on the morning of leaving Hongkong, was acting in a very peculiar manner?—Yes, sir.

What do you mean by that?—He used to go and talk to the pilot and the pilot used to keep walking away from him, and when the pilot told him anything he would not listen to him.

I don't see how you can judge how he was acting in a peculiar manner?—I saw the captain smoking a cigar and he kept dropping out of his mouth and he kept picking it up and getting the pilot to light it for him, and the pilot got so disgusted that he pulled out another cigar from his pocket and handed it to him.

By the President.—It was a Chinese pilot.

By Capt. Pybus.—It was raining slightly at the time the captain slipped. The captain was laying on the poop rail for about an hour before, nodding all the time with his head; then lifted his arms from the rail and fell "straight down on the deck."

Continuing, he said he had had no trouble with either the captain or the mate and had no complaints made against him. He had never been under the influence of drink, either on duty or off duty and had never been in a police court in connection with a charge of drunkenness or in any other connection.

Do you read the newspapers here, asked Mr. Wilkinson?—Sometimes, we get them sometimes once a week.

As a matter of fact you read the *China Mail*, didn't you?—I did, that time.

The day it was issued—Yes. In that case where it says about cowardice I could not be blamed to them because I was not amongst the men alluded to.

It was after reading that was it, that it occurred to you to make this charge?—Before that.

Why did you make it?—Because the captain reckoned there was going to be an inquiry. During further questioning witness said that Mr. Purvis of the Dock Co. told him that if he had got aboard of the *Travancor* first he would have claimed salvage.

Case proceeding.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE PEACE CONFERENCE.

DEPARTURE OF M. POKOTILOFF.

[From Our Own Correspondent.]

Shanghai, 7th July,
12.50 p.m.

M. Pokotiloff, the Russian Minister at Peking, will leave Shanghai, on the 16th inst., for Washington where he is to be associated with the Russian Plenipotentiaries in the forthcoming Peace Conference.

THE FOOTING MURDER.

PRISONERS COMMITTED FOR TRIAL.

[From Our Own Correspondent.]

Shanghai, 7th July,
12.50 p.m.

Three Sikhs have been committed for trial for the murder of the Gurkha watchman near the International Dock last month.

[The murder was committed on the 9th ult. According to the report of a Shanghai contemporary a member of the River Police while making his rounds that day on the river near the International Dock on the Footing side, discovered a man's hand sticking out of the water. He made an attempt to pull the body out of the water, but was unable to do so, owing to some heavy weight which kept it down. He then sent word to the Police Hulk reporting the matter and asking for help. Shortly afterwards a party was sent to the scene, but the body had disappeared. A search was instituted and grappling irons brought into service. While the party were engaged in their gruesome quest they were informed by a native that soon after the constable had gone away for assistance, two Indians had waded out in the spot and moved the body further out in the river where the falling tide would not reveal its whereabouts. After a couple of hours dragging the body was located and brought to the surface and it was then found to be that of an Indian named Lashman Turpan. No watchman employed at the International Dock. It was completely nude and had a frightful gash on the top of the head beside two deep scratches on the right temple. The body had been made fast to a massive iron moulding frame and had been twisted up and shoved through one of the openings and made fast by a long red turban which the dead man had evidently been wearing when struck down. The rest of the body had also been secured in the same manner, the turban being twisted about the neck and body to the iron frame. The right arm was tied but the head was loose and stuck above the water when the tide fell. The iron frame which was tied to the body extended from the neck of the deceased to his hips and struck out of both sides of the body and weighed above 150 pounds. After the murder had committed, the dead body had evidently carried the body as far as possible out into the river during low tide and then it dropped it, but one of the arms becoming loose and protruding above water at the next low tide, revealed its whereabouts.

Deceased, who was a Gurkha, had been employed at the International Dock for some time past. He was a very steady man, and very strict in regard to duty, and had recently been the means of a number of Indian watchmen being discharged for dereliction of duty. He lived in a small house with four other Indians over in Footing and the last time he was seen alive was at 4 p.m. on the 9th ult. No report of his disappearance had been made and the supposition was that the deceased was killed during the Friday night by some of the men he had been instrumental in getting discharged.—Ed., H.K.T.]

THE PRESS-BOAT "CACILIE."

REPORT OF LOSS UNCONFIRMED.

[From Our Own Correspondent.]

Shanghai, 7th July,
10.15 a.m.

The report of the loss of the German press-boat *Cacilie* (formerly the *Wuchang*) near Faghalien is not confirmed.

THE AMERICAN BOYCOTT.

COMMEMORATION POSTPONED.

[From Our Own Correspondent.]

Shanghai, 7th July,
10.15 a.m.

The date of the commemoration for the boycott of American goods and manufactures throughout China has been postponed four months.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lafing*) 10th inst.
American (*Montgolia*) 11th inst.
French (*Tonkin*) 11th inst.
Australian (*Chinglu*) 13th inst.
Canadian (*Athenian*) 18th inst.
American (*China*) 19th inst.

The "Ben" Line s.s. *Benlary*, from Antwerp and London, left Singapore on 6th inst., a.m. for this port.

The M. M. Co's s.s. *Tonkin*, with the next French Mail, will leave Saigon to-morrow at 4 p.m. for this port.

The C. P. R. Co's s.s. *Empress of China* left Vancouver p.m. on 5th inst., for Hongkong via the usual Port of Call.

The C. N. Co's s.s. *Chinglu* from Australian Ports left Kobe via Kuchikawa on 5th inst., and is due here on 13th inst.

TELEGRAMS.

[Reuter's.]

The Peace Negotiations.

LONDON, 5th July.

It is understood in St. Petersburg that the Government's note to President Roosevelt pointed out that the selection of Russia's representatives indicated the Tsar's sincere desire for a lasting peace.

The Russian proposal for an immediate armistice has been transmitted to Japan through Washington.

The Situation in Odessa.

The situation in Odessa is improving and many of the troops have left, though they are kept within easy reach.

Russia.

The Government works in Putiloff have joined the strike in St. Petersburg.

General Rodiger has been appointed successor to General Sakharoff.

The Third Test Match.

Later.

The Third Test match has ended in a draw.

Prince Arisugawa's visit to England.

Prince and Princess Arisugawa will leave England for Japan on the 11th instant, via Suez, by the North German Lloyd's steamer *Preussen*. Their Highnesses returned to London yesterday after a visit to Doncaster.

The Gordon-Bennett Motor Race.

M. Thery, a Frenchman, the winner of the Gordon-Bennett motor race in 1904, is again the winner on the Auvergne course; two Italians came in second, and an Englishman third, the last was out-classed.

SHIP'S SMOKE-NUISANCE.

CAPTAIN FINED.

This afternoon before Mr. F. A. Hazland, the Captain of the s.s. *Paul Beau* was summoned for causing nuisance by firing up and causing dense volumes of black smoke to exude from the funnel. The captain through his interpreter said he was not in Hongkong on the day in question; he was in Canton. That, for the moment, appeared to alter the aspect of the case until inquiry elicited the fact that by the expression "day in question" he meant the day the summons was served, whereupon His Worship pointed out that, in the case of ships, the law allowed the summons to be served in the agents, and deemed that sufficient service.

Evidence was then led on behalf of the Sanitary Department that, on the 30th June last, a dense black smoke was seen issuing from the funnel of the *Paul Beau*, from 5.45 to 5.55 p.m.—nine minutes. Whereas the law only allowed its continuance for three minutes.

A representative of the Messrs. Maritimes said that everything would in future be done to abate this nuisance. His Worship said under those circumstances, as this vessel had never been summoned before, he would only inflict the minimum penalty of \$15. Some time ago, he added, he had had to fine the *Charles Fouldain*, a ship that had been reported to him that there had been a great improvement in her in this way, by burning a better class of coal.

THE VOLUNTEER RESERVE ASSOCIATION.

The King's Park Range, Kowloon, will be available for practice shooting from two o'clock to six o'clock—200 yards, on Saturdays, 8th, 15th and 22nd July.

Governor's Cup and China Mail Cup—Members may shoot on any of the above dates for the third month's competition for these trophies.

Pool—A pool will be shot for on each of the above dates—fourteen rounds and two siders in two series of seven rounds each.

SAPPER Henry Wells, was charged, at the instance of P. C. Mackay, with being noisy and disorderly, and interfering with the police, in Ship Street at half past twelve o'clock this morning. The constable said when on duty in Ship Street he found a drunken sailor sleeping on the sidewalk and was trying to rouse him up to get him to go on board his vessel, when defendant came up and asked him what he was interfering with the sailor for, saying he was defendant's friend and complainant had better leave him alone. Defendant persisted in interfering with complainant who was trying to rouse the sailor, and seeing some other sailors coming down the street defendant shouted to them to come and help him. Complainant then blew his whistle, and constable Fynes came up and kept off the sailors while complainant arrested defendant and took him to No. 2 Station. To effect his arrest complainant was obliged to hit him in the jaw to quiet him. He added that defendant had often interfered in this way with the police in that locality, and was a great trouble to them. Defendant said the sailor was a friend of his and he did not see why he should be interfered with. Complainant hit him in the jaw and knocked him down. Complainant said he had to do that as defendant squared up to him in a fighting attitude, calling out to the other sailors to "come on, boys." Defendant said he wanted to call some witnesses, he did not know their names, but they were sailors on the s.s. *Empress of Japan*. His Worship remanded the case until Tuesday next, an officer from defendant's regiment who was watching the case in Court, undertaking to produce the defendant before the Court on that date.

MACAO'S TROUBLES.

BAD LAWS REPEL CAPITALISTS.

WHY THE COST OF LIVING HAS INCREASED.

[Special to the "Hongkong Telegraph".]

As the result of the short-sighted system of administration under which the Portuguese colonies have been governed, or are governed, the progress of commercial and business enterprises has been checked and thwarted in every direction. Difficulties have been raised against the freedom of individual initiative with the natural consequence that the outlet for the employment of capital has been greatly restricted, to the disadvantage of the prosperity of the colonies. The laws and regulations which have, from time to time, been formulated by the Government and by those who are responsible for the management of the affairs of the colonies, instead of tending to foster and well-being of the inhabitants, have proved in practice to act as a drag on commerce and others engaged in industrial undertakings. Rather than inviting the investment of capital in the colonies these laws and regulations have had the effect of driving away those who have the best interests of the colonies at heart, and have had a particularly bad effect on the minds of those who have considered the advisability of laying out their capital in the colony.

VEXATIOUS LAWS.

The ever-recurring innovations in our laws promoted by the central Government have raised doubts and fears in the minds of those who seek to find an outlet for the investment of capital in these colonies, the result of which is evidenced in the rapid decrease in the number of merchants. Other causes which have combined to lead to this result have been the lack of initiative shown in the measures passed for the government of the colonies, the consequent decadence in commercial life, and the higher cost of living, etc. etc. Besides these new laws and regulations, there are other obstacles to a healthy prosperity, such as the delays in certain colonial departments in giving decisions on the petitions and memorials of capitalists and land owners.

A merchant who decides to submit a proposal to the Government for the establishing of a new industry, instead of receiving the prompt attention and assistance of the Government finds himself, often rather than not, confronted with a thousand and one obstacles, and is subjected to irritating conditions by the Government, which seeks to make a profit out of his enterprise in the first instance rather than encourage him in his venture. In fact, the methods of the Government are calculated to drive an industry away from the colony rather than to induce the promoter to remain and contribute to the colony's prosperity.

THE CIRCUMLOCUTION DEPARTMENT.

If it should be the intention of any individual to erect new buildings or to reconstruct existing structures so that they may be brought into harmony with modern requirements—although the idea would make no demand on the public treasury, but rather contribute to the amenities of the colony by increasing its attractions—there is no effort made by the Government to render assistance or afford facilities in carrying out the plan. The petitioner finds innumerable difficulties at every turn. He has to submit plans, on which modifications are made, and it must be remembered that these modifications invariably mean additional expense to the petitioner. In fact, the plans hung up for months indefinitely while his scheme is involved in a veritable game of hide-and-seek between the various departments. These unending procrastinations prove a thorn in the flesh and a vexation to the spirit of the meekest people, and long before a definite result is arrived at the petitioner is sick and tired of his original idea. In short, a proposal to improve the condition of property, to erect new buildings or to renovate old buildings is looked upon as a sort of unnecessary interference with the laws of nature, and the petitioner is regarded in the light of a troublesome creditor instead of a benefactor to the colony.

THE GOVERNMENT AND EXPROPRIATION.

The height of the insensate and arbitrary system in force is best found in the Government's pretence that they are desirous of improving the natural beauties of the colony, or that they desire to take measures for the benefit of the public health. Then they call into force an expropriation law which applies to land situated within certain zones of the colony, so to speak. These so-called expropriations have in reality nothing for their object but the realisation of the insatiable views of those who may happen to be in power at the time, to the detriment of landed interests generally.

A CHINESE PROPERTY OWNER'S EXPERIENCE.

A well-known Chinese property owner established in Macao made the choice site in the most populous district of the colony. He purchased a building that area a building which had been standing for tens of years and had \$10,000 for it. He spent on the property in repairs and renovations generally some \$3,000 more. After a few months, when he had brought his property into something like ship-shape condition he received a summons ordering him to appear before the Municipal Council. He complied with the notice that had been served upon him by appearing before that august body, carrying with him his title deeds for the property and the respective documents relating to the expenditure incurred in connection with same. His surprise can be better imagined than described when it is stated that at the inquiry which was supposed to have taken place, his documents—which were vital to any consideration of the question—were never examined. He was merely told that the building must be subjected to a modification, and that a portion of the ground would be expropriated. In other words, the Municipal Council had decided that the property in its original quadrilateral form should be reduced to a triangular shape, a diagonal line cutting through the land. And all the compensation that was offered to the owner was the paltry sum of \$600!

APPEAL ON APPEAL.

If the owner desired to lodge any protest or appeal against the resumption of the land by the Municipal Council he would be compelled to submit plans, engage counsel to represent his case, apply to the tribunal of the Supreme Court for a hearing, pay the expenses connected with the stamping of the deeds and the cost of the proceedings—all in the vague hope that a decision satisfactory to himself might be arrived at. Then it is probable that after months of inordinate delays the result would be against him and he would have in appeal to a higher tribunal than that constituted in the colony, merely that he might get justice.

HOW TENANTS ARE SCARED AWAY.

An owner of house property, whose houses are rented out to tenants, also suffers by this resumption policy. When such resumption or expropriation takes place he receives the most

misérable compensation, which bears no ratio to the value of the land which has been so expropriated. But should it happen that after inquiry has been held on the proposal to resume the land by the great majority of votes, they do, the proprietor is still the loser, for pending the result of the inquiry his property has been lying vacant, the tenant has been driven out of the premises. It is a dead loss to him for he receives no compensation. The house may have been empty for a considerable time owing to the action of the Council, but the proprietor, who is the individual most concerned, receives nothing—he has to grin and bear it in the best way he can. The reason for this is that, whenever resumption of a property is spoken of by the Government, the tenants invariably fight shy of the property in case they should be driven out of the street at any moment to search for another dwelling. And dwellings are not so easily secured at a moment's notice at the present time owing to the great demand for houses at reasonable rents.

CAPITALISTS DRIVEN OUT.

These resumptions have also a prejudicial effect on the revenue of the proprietors; the value of the property is reduced as the results of the "seizure," and the moneyed class are driven away from the colony. People with capital to spare do not care to risk their money in landed property investments which are subject to every whim and caprice of the understrappers of the Government. The result is that these capitalists are obliged, in common sense, to give preference to other places when they wish to invest their money. In foreign ports they find greater and better security for the employment of their surplus capital.

TAXATION.

As if these evils were not enough to stifle the commercial vitality and development of the colony, measures are devised from time to time with the object apparently of drying up the resources of the people. By these measures, the cost of living is increased, the price of the necessities of life is raised all round, and all because the methods of taxation adopted are not imposed in such a manner as to fall on articles which are best calculated to give satisfactory returns without unduly oppressing the people. Each innovation in turn instead of tending to develop commerce and reward industry acts as a decided check on the growth of the colony. Those who are compelled to reside at Macao are laid under heavy burdens which seem to increase every day. If for this and similar reasons that the cost of living in Macao daily becomes more expensive.

STRIKES FOMENTED.

One of the results of this condition of affairs is found in the strikes which occur at intervals. There have been strikes by the cargo-boatsmen, by the pullers of rickshaws, by the manufacturers of joss-sticks, amongst the people employed in boat-building and boat-repairing, etc., and it all means that in the end the general public has to suffer. People have to pay more in order that the demands of employers and labourers may be satisfied. Hence the two industries which give employment to a large number of Chinese in the colony—boat-building and repairing and the manufacture of joss-sticks—are now in a perilous state and as a matter of fact are in imminent danger of disappearing altogether.

These unfortunate conditions which hang over and paralysed the joss-stick industry and the boat-building trade will have a very prejudicial effect on trade. There is bound to be a diminution in the quantity of joss-sticks exported, while the Chinese junks which have been in the habit of coming to the port for repairs, etc., will be frightened away from Macao by the high rates charged for the work required to be done. They will fly to their advantage to go to the neighbouring island of Lappa.

LAPPA BENEFITS AT MACAO'S EXPENSE.

Briefly, these measures of administration, or rather of mal-administration, all tend to benefit Lappa at the expense of Macao. Ten years ago, Lappa was merely a small village of comparatively no importance. Now it has become a little city of considerable commercial prosperity and it is a prospective rival of no mean power in the immediate vicinity of Macao, thanks to the short-sighted policy of an administration which penalises Portuguese subjects for the benefit of a foreign country.

A PLAUSIBLE DECREE.

The Provincial Government, in view of these strikes, which prove conclusively the rise in the cost of living, should have been more prudent in promulgating new taxation; and should have even sought to diminish the taxes. Unfortunately they thought otherwise, as is evident by the latest system of taxation adopted with regard to the consumption of pork. The proclamation decreeing this new measure sounds very plausible at first sight. The principal object of the Government, it is alleged, is to protect the traffic in swine by facilitating importation and exportation, and by assisting in reducing the retail price of pork. Whoever reads this decree would be convinced that the Portuguese Government were sacrificing their own interest in order that the trade and the well-being of the native population of Macao might be promoted. But what a disparity there is between what one reads and what one knows to be the fact.

THE OFFICIAL WAY.

According to the statistics that have been gathered through a reliable source, there are slaughtered each year in the municipal abattoir between 20,000 and 60,000 animals. Taking for our purpose the minimum figure, we find that the Government derive a revenue by the monopoly of \$28,000 annually, and the Municipality some \$3,000 or \$4,000, derived from taxes on licenses, etc. The abolition of the monopoly would mean that the Government would receive \$30,000 annually and the Municipal Council \$10,000 at the very least. The pork dealers who are concerned in this tax are seriously prejudiced because, whereas they used to pay formerly 33 cents for each pig slaughtered, they have now to pay as much as 51 per cent. When it is remembered that the great bulk of the population—all the Chinese in fact—depend upon pork for their sustenance, and that it is they who will ultimately have to pay the increased cost of slaughtering the animals, the prejudicial effect which this new measure will have is clear to everybody.

MISDIRECTED BENEVOLENCE.

The Government reckoned that by the abolition of the monopoly, thereby making the importation and exportation of swine free, they would be benefiting trade by reducing the price of pork; but it did not occur to them that the business of importation and exportation was controlled by certain dealers and not by vendors, who will continue to place on the market animals at prices which will suit them best. The pork dealers, whether they like it or not, will have to buy the imported animals from these merchants, since, being men of small means, they cannot control the capital necessary to embark in the import trade, and are not in a position to compete against the virtual monopoly which is enjoyed by the wholesale merchants. The inevitable consequence of this new system will be (1) That the Government and the Municipality will derive an increased revenue. (2) That the retail vendors will be charged with a higher tax. (3) That the inhabitants will have to pay a higher price for pork.

As a protest against this new system of taxation, the inhabitants were left for over five days without any supply of pork, because the dealers asserted that it was impossible for them to pay a tax on the great quantity of what they had been in the habit of paying, and a tax which would mean the augmenting of the price of pork even beyond the price charged for fowls.

MEMORIAL DISREGARDED.

The pork dealers have submitted a memorial to the higher authorities of the colony, but the prayer of their petition was not heeded, because it was opposed to the principles of the Portuguese Government to reduce any taxation, in spite of the fact that such a reduction would tend to benefit the labouring and poorer classes and favour the increased consumption of pork.

What the Government seeks to attain, is an increase in the public revenue no matter at whose expense. That the public exchequer should be well provided with funds appears to be the sole ambition of the Government. But it is not too much to hope that H.E. Governor Montenegro, who is reputed as having a very open mind in his deliberation of public affairs, may exercise his prerogative by annulling an obnoxious decree which cannot do otherwise than force upon the impoverished inhabitants hardships which their small resources can ill afford to endure.

SIR PAUL CHATER SUMMONED.

Mr. J. Orange, of Messrs. Leigh and Orange, appeared before Mr. G. N. Orme this morning, on behalf of Sir Paul Chater, in response to a summons issued at the instance of the Sanitary Board against the latter for maintaining a nuisance by allowing stagnant pools of water to remain on his land in Cadogan Road, Kennedy Town.

Mr. Orange, Medical Officer of Health, stated that the ground was very uneven and there were several pools of stagnant water on it, and no canals, or aqueducts, to carry it off.

Mr. Orange said he visited the scene this morning, and nowhere was there even so much as two inches of water, the ground presenting the usual appearance of a lawn after a heavy shower of rain. In places the ground was uneven, but that was caused by a number of boulders. There were no deep indentations such as would form the bed for "pools." They had, however, in contemplation to raise the land, (about 300 or 400 square feet), some three feet above its present level, and the contract for this work has already been signed. This work was to have been started before, but in the pressure of work entailed upon him just previous to his recent temporary absence from the Colony, Mr. Orange had omitted to give orders to start it. It would take about three months to complete.

Mr. Orme made an order that the work of raising the land must be begun within a fortnight, and must be completed to the satisfaction of the Sanitary Department within three months from date.

FIRE AT HONGKONG HOTEL.

AN EXCITING SCENE.

An exciting scene occurred at the Hongkong Hotel on Wednesday afternoon when it was discovered that fire had broken out in the grill-room. It was between one and two o'clock, wheniffin was in full swing, that a strange and uncanny odour began to penetrate through the rooms of the Hotel and eventually found a lodgment in the dining room. One guest who had ordered a steak "well done" reckoned that the "boys" were attending to his wants at any rate. But as the odour increased the savoury smell of a well-done steak gradually merged into a medley of odours in which pork and meat contested for first honours. The dining room became almost as noisome as a back-yard Chinese kitchen in the purlieus of Bonham Strand. The manager sniffed audibly, and to show that there was no bad feeling the tiffin crowd sniffed at the top of their sniffling capacities. It was a regular bean feast for a time. Then the odours became so pronounced that it was evident the steaks were on fire. The manager dived to the grill-room and found a lively scene in progress. All the fatty drippings of past and gone steaks had accumulated in a little corner of the grill-room and a spark set the inflammable stuff in a blaze. Every piece of steak, every lump of meat in the place was merely hissing and spluttering in a way that would have charmed the heart of a cook on a frosty morning. Singed meat, burnt meat and blackened roast were all glowing in a sort of hallelujah chorus. The manager, and probably two or three assistants, mounted the quarter-deck and sounded the call "Fire-brigade men to your stations." Instantly, all was order where confusion had prevailed. They have a very fine brigade at the Hongkong Hotel. All the boys there are encouraged to practise billiards in their spare time so that they may get a delicate touch on the h. se. When they put the red they are symbolising the manner in which they are taught to get at the flaming spark should occasion arise. Centering the red is another name for getting at the seat of the fire. So when the "h. se." was made "Fire-brigade men to your stations" all the boys quitted the billiard tables and rushed for the hose pipe. The gallant captain in his hurry wanted to attach the nozzle to the gaisette but was gently chided as an absent-minded beggar, and all was made secure and proper as it should be. Meanwhile the steaks were still hobbling and spluttering on the grill, and a thick smoke came from the decidedly well-done meat. Not at all dismayed, the manager caught the hose by both hands. "Turn on the water," he cried, and the water was turned on. Three boys got it fair and square on the jaw and shut up for the rest of the day. One brilliant specimen of a waiter, who was in the back of the neck and collapsed. By this time the chimney was on fire, or apparently so. Consequently having cleaned all or nearly all the fire brigade staff out of the grill-room by his weird manipulation of the hose, the juggler turned his attention to the steaks. They were soundly sooted in fresh water "new-drawn frae the tap." The frizzling ceased, and two large chops were saved from the wreckage, and carefully placed on a shelf for future reference. The hose then had a go at the chimney and apparently tons of water were squirted on the flames. It was a good thing that rain fell that day otherwise it might have been considered necessary to limit the public supply. All the burnt and blackened chunks of meat were gaily floating around the room like ships "on a wide wide sea," and a piece of what had once been fat carcass along with a smoking piece like a torpedo-destroyer in a fog. The flames eventually gave way to the inevitable. The burning oil burnt itself out, and the thick greasy smell gradually wore away. But it still lingers in the nostrils of those who happened to be in the vicinity of the hotel at the time. It was suggested that the outbreak might be due to the closing, "by order of the Government," of the passage-way through the Hotel from Des Voeux Road to Queen's Road, but obviously that is a bit far-fetched. Great credit is due the manager and the bold members of his fire-brigade who proved their efficiency under such trying circumstances. Taken unawares, they proved ready for any and every emergency and their gallantry will in all probability be recognised in the proper quarter.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	\$840 b. 287
National Banks	37 b.
Union Insurances	750 b.
China Traders	74 s.
Canton Insurances	320 sa. & b.
Hongkong Fires	302 s.
H. C. & M. Steamboats	27 s.
Indo-Chinas	96 s.
Douglases	35 s.
China Sugars	213 s.
Rauhs	62 b.
Docks	195 sa.
Kowloon Wharfs	95 b.
Hongkong Wharfs	184 b.
Hongkong Land	116 b.
Hongkong Hotels	128 sa. & s.
Humphreys Estates	141
Farnhams	43 b.
Ewo Cotton	113 sa.
China Borneos	20 ex. new is.
Fenwicks	27 new issue
Green Island Cements	26 s.

TO-DAY'S EXCHANGE.

London—Bank T.T.	10 1/2
Do. demand	10 9/16
Do. 4 months' sight	10 11/16
France—Bank T.T.	2 3/4
America—Bank T.T.	43 1/2
Germany—Bank T.T.	102
Do. demand	140
Shanghai—Bank T.T.	71
Yokohama—Bank T.T.	92
Do. demand	112 1/2

Rising.

1 month's sight L/C	10 13/16
3 months' sight L/C	11 1/16
3 days' sight San Francisco & New York	47
1 month's sight	46 1/2
3 days' sight Sydney and Melbourne 1/11	1/16
4 months' sight France	2 3/4
6 months' sight	2 401
1/4 Silver	1.04
Bank of England rate	21
Sovereign	10.62

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:— On the 7th at 11.55 a. Barometric changes are unimportant. Gradients continue slight, and high to moderate SE. and S winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast:—Light to moderate SE. winds; showery.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JULY 8th, 1905.

DINNER.

SOUP.

Mock Turtle.

FISH.

Fish a la Creole.

ENTREES.

Mutton Cutlets a la Jardiniere.

Jugged Hare and Currant Jelly.

Moullas Patties.

CURRY.

Nepaul Curry.

JOINTS, &c.

Roast Australian Beef.

Roast Capon and Sausage.

Boiled Corned Ox Tongue and Carrots.

Pate de Foie Gras en Aspic and Cucumber and Onion Salad.

SWEETS.

Corn Flour Pudding.

Ratafia Ice Cream and Genoa Cake.

Pearl Turr. Topsy Cake.

DESSERT.

Coffee. Fruits. [724]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 7th July, 1905. [723]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS.

up to CALAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Capt. Cogliolo, will be despatched as above, on TUESDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 7th July, 1905. [725]

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

FROM US

PIANOS

OF THE

HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

PARSI EXCLUSIVENESS.

The writer on "Indian Affairs" in the *Times*, contributes the following article on the social and religious questions which have recently been agitating the Parsi community:

The internal affairs of a small section of the Indian population are not necessarily a matter of much general interest, but the case is altered when that section is in the vanguard of the army of civilisation and progress.

About two years ago the marriage of one of their number to a European lady gave rise to a discussion among the Parsis of Bombay of the question of admission of proselytes to their ancient creed. Committees were appointed to investigate the matter, and a few weeks ago a public meeting was convened by the Parsi Panchayat to decide what was to be done. How far that meeting was representative of the general feeling of the whole community is a subject which at once evoked a somewhat heated controversy in the Bombay Press. It is hardly possible to doubt that some influential members of the race are not prepared to accept without reserve the rules formulated by the assembly. The first resolution passed by it proclaimed that, "looking to the present religious and social condition of the Parsi community... it is inexpedient to admit proselytes of other religions into Zoroastrianism, because it would militate against the original unity and ancient traditions of the community, and be injurious to their interests." Further resolutions aimed at the exclusion from the Zoroastrian fold of those of other religions who pretend to have obtained admission, and at the prevention of mixed marriages, by rigorously excluding children born of them in future. These are matters which in many respects are alone, but it is impossible to avoid remarking that the policy, whether or not it is generally accepted by the rest of the community, is a curious one, namely one to emanate from a people who have shown so much enterprise and enlightenment, who have eagerly assimilated Western education and progress, and have distinguished themselves by a philanthropy extended far beyond the limits of their own ranks. Of the races which have entered India, no other has ever attempted to set up so solid a wall round its social and religious camp. The Brahmins, ever seeking to bring under his own influence the aboriginal races, has not hesitated, in order to obtain his end, to adopt his dogma to local circumstances or superstitions. Proselytism, by force, if necessary, was of the essence of Islam, and modern Christianity equally seeks to extend its limits, though the British Government holds aloof from all interference in such matters. The Parsis alone have set their faces sternly against the spread of that religion of which they are the sole surviving representatives, and against the mingling of their blood with that of strangers of every class.

A SOCIAL AND RELIGIOUS RING.

Amongst people who have little acquaintance with India it seems to be believed that the Parsi is of the same class as the Hindus and Mahomedans forming the great majority of the populations of the continent. It would be about equally true to say that a Hungaian gipsy represented the nations and races of Europe. It is nearly twelve centuries since the survivors of Zoroaster's disciples sought refuge on the coast of Western India from the storm of persecution which burst upon them with the Arab conquest of their native Persia. In their new home they found peace. When the wave of Mahomedan conquest spread over India they were far removed from the first fury of its break, and were doubtless confused by the new invasions with the general infidel population, whose forcible conversion to *moslem* was hardly dreamed of by the most bigoted zealots. Of the position of the Parsis in India one of their number writes that they, "up till very recently under the British were neglected and despised by the Mahomedans and Hindus, and none of these ever cared to be admitted into their faith." What candidates there were, were not rejected, for the writer proceeds to describe the secret conversions of them to Islamism, who were welcomed and admitted to high rank in the Zoroastrian priesthood. Whether from necessity or from inclination, the Parsi of 20th century is almost as much a foreigner to the great mass of the Indian population as was his predecessor of the eighth. He is separated from it by a line of demarcation far sharper than that which divides the Aryan from the aboriginal, or even the Mahomedan from the Hindu. His ties to it are merely such as are based on long residence association, and a common Asiatic origin. With the exception of a few thousands in Persia, and the merchants who have drifted from India to China and other countries, the whole Parsi community is to be found in India. Of the 94,000 in India, all but 7,000 inhabit the Bombay Presidency and the included or adjoining Native States. Nearly half of the whole number are residents in the City of Bombay, where they form about 6 per cent. of the population.

In the decision of the Parsi Panchayat to exclude from a social and religious ring, some critics see with regret a commencement of the decline of the race. The Parsis have of late years shown an increasing tendency to desert the country and to flock to the great cities. It is said that they already exhibit some signs of physical deterioration which will increase with long residence in crowded cities, and be expedited by intermarriage of the families of the better classes. So gloomy a view of their future it seems scarcely necessary to accept, and it must be remembered that for 1,200 years the community has survived, and maintained its vigour, with very little help from the infusion of fresh blood. In any case one can hardly avoid sympathising with the sentiment that, if the race is doomed, it ought to go down under the flag of its ancient unity and traditions. Whatever may be the eventual fate of the Parsis, they have already played a large and beneficent part in the modern development of India, of Bombay especially, and in the advance of their own prosperity, which is such that the pauper and the criminal are equally rare. Their rich men have worthily employed their superfluity of wealth in the erection and endowment of hospitals, charitable institutions, schools, research institutes, and in the alleviation of distress in every form amongst all classes. To the British Government is specially indebted for the example of confidence in it which they have set to the country of their adoption. The professions of medicine and the law have been adorned by many eminent Parsis, and it must not be forgotten that one of them represents a London constituency in the House of Commons.

INFLUENCE OF PARSIS WOMEN.

With the trade of India Parsi prosperity is inseparably connected, with no branch of it more than the cotton spinning and weaving industry of Bombay. Almost simultaneously with the Parsi Panchayat assembly, the Bombay Millowners' Association held its annual meeting, at which the Parsi interest was very largely represented. For some years past the Bombay mills have suffered from depressed trade, which, within the last few months, has at last given place to a more hopeful outlook. A

reviving demand in the Far East for the yarn and cloth is the manufacture of which Bombay has competed successfully with Manchester, combined with the increased consumption in India, which manufactures are frankly attributing to general prosperity, has enabled the spinning and weaving mills to dispose of their productions for a year ahead. The prospects have been improved by the return of cotton to normal prices after the inflation of last year. The excellent prospects of the immediate future are, however, clouded by various problems which may again produce a reaction. The fluctuations in Chinese exchanges, due to many causes, render trade with that country more or less of a gamble. A Parsi speaker laid much stress on the labour difficulties caused by the ravages of plague, on the necessity of concerted policy in all the mills in regard to the hours of labour, and on the great rise in price of some of the mill shares, which was not warranted by the instability of present prospects.

In nothing else is the Parsi more clearly separated from the bulk of the Indian races than in the position and influence of their women. There is no exclusion behind the "purdah" for the Parsi lady, who is allowed practically as much freedom of coming and going as her European sister and whose brilliantly coloured, but always tasteful dress makes a charming patch of colour even in the brightness of a cloudless atmosphere and in streets whose distinguishing characteristic is variety. Want of female education, due to popular indifference and social customs, is the reproach of India generally, but in the Parsi race it is the Parsi lady confined, as is the case amongst Hindus and Mahomedans, to the limits of the domestic circle. The mail which reports the meeting on the subject of proselytism brings also a full report of an assembly of the influential Indian ladies of Bombay, called together to discuss the arrangements for welcoming the Princess of Wales, when she visits Bombay next autumn. Though Parsi names are not the only ones in the attendance roll, they predominate, and the course of the discussion shows how capable these ladies are of dealing with matters of business and public interest. In charitable organisations the women vie with the men in the part they play, and their philanthropy is equally extended to others as well as to their own community. If the Parsis are amongst the most interesting and enterprising of Asiatic races, their claim to the distinction rests as much with their women as with their men.

SHIPPING.

ARRIVALS.

Ischia, Ital. s.s., 2,781, C. Andrew, 6th July, Singapore 3rd June, Gen. C. & Co.

Fri, Nor. s.s., 865, N. G. Andersen, 6th July, Haiphong 4th July, Gen. Aagaard, Thorsen & Co.

Newby Hall, Br. s.s., 2,840, A. Buck, 6th July, Barry 26th May, Coal—Order.

Haron Fairlie, Br. s.s., 2,223, J. I. Ullstrom, 6th July, Calcutta 19th June, Coal—Order.

Palermo, Br. s.s., 4,908, E. G. Andrews, 7th July, Yokohama 20th June, Gen. P. & O. S. N. Co.

Glenloch, Br. s.s., 3,740, P. McGregor, 7th July, London and Singapore 1st July, Gen. McG. Bros. & Co.

Holstein, Ger. s.s., 985, A. Niehl, 7th July, Haiphong 2nd July, Rice—J. & Co.

Hong Wan, Br. s.s., 2,000, J. Slater, 7th July, Penang 28th June, and Singapore 1st July, Gen. J. & Co.

Clearances at the Harbour Office.

Kohikang, for Haiphong.

Louise Roth, for Newcastle.

Madeline Rickmers, for Swatow.

Yuenwang, for Manila.

Peshawur, for Shanghai.

Zafiro, for Manila.

July 7.

Japan, for Shanghai.

Hainan, for Swatow.

Kohikang, for Yokohama.

Peshawur, for Shanghai, &c.

Shantung, for Singapore.

Yuenwang, for Manila.

Spiria, for Yokohama.

Yukun, for Shanghai.

Amara, for Shanghai.

Passengers departed.

Per *Siberia*, for San Francisco—Messrs. W. S. Prindle, A. S. Anderson, Rev. and Mrs. W. M. Campbell and infant, Mrs. W. H. Camplin and infant, Messrs. J. A. Loomis, Edward Cook, J. J. Peterson, Miss Mary Peterson, Messrs. Wm. Stewart, Anthony Brogan, Wm. M. Taggart, Messrs. K. F. Ripmann, Povel Grant, Dr. J. Smith, Messrs. Tom Wing, Wong Teen Mun, F. P. Bonham, and Mrs. C. M. Heidegan. For China and Japan—Messrs. R. J. Tobin, Mrs. Hong Quon, 3 children and infant, Mrs. Tong Liang Chow and native servant, Mrs. M. J. White and amah, Mr. J. W. Bolles, Lt. C. Hughes, Messrs. Paul G. Wooley, J. J. Connell, Edw. W. T. F. Hough, T. W. C. Cle, Chas. Roth, Mrs. V. Forrest, Messrs. W. H. Campkin, Ng Shin Kun and native servant, Cheong Yuen and native servant, W. A. Stupani, E. S. Joseph, Frank Turner, G. H. Potts, Mrs. V. Burdette, and Mr. T. J. Rima.

Per *Darmstadt*, for Singapore—Miss M. E. Geary, Mrs. Ritchie, Messrs. Anderson, Lim Kock Keng, Fung Chi Toi, Po Kin On, Greenwell, Chua Giang Wai, and Mr. and Mrs. Adair. For Naples—Messrs. F. B. Doherty, H. R. Ireland, J. H. Villenens, and Mr. and Mrs. A. Wood. For Genoa—Messrs. H. Humphreys, E. F. O'Brien, H. R. Hawkes, K. Wegener, K. Blessing, Leidecker, H. Price, M. Schwartz, W. Krater, Frederick, Mrs. M. Kelly, Mrs. B. J. Adams, Miss V. Ibert, Mr. and Mrs. A. C. Lutz, and Miss F. Voigt. For Gibraltar—Messrs. H. E. T. Aublin, H. L. Bekford and J. Fomar. For Antwerp—Mr. J. J. Ernster. For London—Messrs. M. Donato, Anderson, J. Laughley, R. Ferryth, N. Peterson, A. Peterson, H. Stitt, R. Hagmann, J. Saylor, K. Lindehoff, B. Bance and A. Blomberg. For Bremen—Mr. Klein.

Shipping Report.

Str. *Baro Fairlie* from Calcutta—Fresh monsoon SW. in Bay of Bengal, also in China Sea.

Str. *Glenlogan* from Singapore—Light monsoon, becoming unsettled towards Hongkong with frequent thunder squalls.

Str. *Hong Wan* from Penang—Moderate to fresh monsoon winds and sea, and fine weather to the vicinity of the islands, and from thence to port heavy squalls, and variable winds.

Vessels in Port.

STEAMERS.

Adato, Br. s.s., 2,145, R. Stewart, 4th July, Moji 27th June, Coal—Order.

Aldershot, Br. s.s., 1,354, Adam, 5th July, Canton 9th July, Gen. D. & Co., Ltd.

Shipping Report.

Str. *Baro Fairlie* from Calcutta—Fresh monsoon SW. in Bay of Bengal, also in China Sea.

Str. *Glenlogan* from Singapore—Light monsoon, becoming unsettled towards Hongkong with frequent thunder squalls.

Str. *Hong Wan* from Penang—Moderate to fresh monsoon winds and sea, and fine weather to the vicinity of the islands, and from thence to port heavy squalls, and variable winds.

Vessels in Port.

STEAMERS.

Adato, Br. s.s., 2,145, R. Stewart, 4th July, Moji 27th June, Coal—Order.

Aldershot, Br. s.s., 1,354, Adam, 5th July, Canton 9th July, Gen. D. & Co., Ltd.

Shipping Report.

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Vessels in Port.

STEAMERS.

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Aldershot, Br. s.s., 1,354, Adam, 5th July, Canton 9th July, Gen. D. & Co., Ltd.

Andree Rickmers, Ger. s.s., 1,010, H. Köhn, 5th July, Bangkok 29th June, Rice—M. & Co.

Chowlat, Ger. s.s., 1,115, H. Tector, 5th July, Bangkok 29th June, Rice—B. & S.

Denbighshire, Br. s.s., 2,242, W. A. Evans, 6th July, London and Singapore 29th June, Gen. S. T. & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 4th July, Vancouver 12th June, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.

Germania, Ger. s.s., 1,715, T. Peterson, 5th July, Haiphong 4th July, Rice—J. & Co.

Haitan, Fr. s.s., 377, L. Andersen, 6th July, Pakhoi and Haiphong 5th July, Gen.—A. R. M.

Haitan, Br. s.s., 1,183, J. S. Roach, 6th July, Fochow 3rd July, Amoy 4th, and Swatow 5th, Gen.—D. L. & Co.

Lighthouse, Br. s.s., 2,121, J. G. Spence, 3rd July, Calcutta 17th June, Penang and Singapore 28th June, Gen.—D. S. & Co. Ltd.

Louise Roth, Br. s.s., 2,295, J. J. Thompson, 20th June, Newcastle, N.S.W. 8th May, Coal—Order.

Madeline Rickmers, Ger. s.s., 1,458, Simonson, 1st July, Bangkok 21st June, Rice—B. & S.

Nicomedia, Br. s.s., 4,379, A. Wagner, 5th July, Portland, Or. 20th May, Gen.—P. & A. S. Co.

Nordpol, Nor. s.s., 2,428, Stoltz, 23rd June, Kelang (Formosa) 21st June, Gen.—S. T. & Co.

Oana, Fr. s.s., 5,676, T. Bartlett, 4th July, Shanghai 1st July, Gen.—B. & S.

Onsang, Br. s.s., 1,787, J. T. Davies, 28th June, Pekalongan 20th June, Sugar—J. M. & Co.

Stentor, Br. s.s., 4,308, B. Lewis, 5th July, Singapore 30th June, Gen.—B. & S.

Taiyuan, Br. s.s., 1,459, L. Dawson, 26th June, Australia via Ports and Manila 24th June, Gen.—B. & S.

Tean, Br. s.s., 1,346, W. B. Brown, 6th July, Manila 3rd July, Gen.—B. & S.

Telemachus, Br. s.s., 1,300, J. Williamson, 5th July, Saigon 1st July, Gen.—Order.

Zafiro, Br. s.s., 1,618, R. Rodger, 3rd July, Manila 1st July, Gen.—S. T. & Co.

SAILING VESSELS.

Combrinbank, Br. 4-masted ship, 2,151, George, and James—Cardiff 2nd Jan., Coal—Government.

Steamers Expected.

Vessels	From	Agents	Due
Arcadia	Singapore	H. A. L. L.	July 8
Lainang	Singapore	J. M. & Co.	July 10
Kemum	Shanghai	B. & S.	July 10
Tonkin	Singapore	M. M.	July 11
Mazagon	Singapore	P. & O. Co.	July 11
Mongolia	Kobe	P. M. Co.	July 11
Tiljaland	Macassar	J. C. J. L.	July 11
Benlagu	Singapore	J. L. & Co.	July 12
Chinglu	Kobe	B. & S.	July 13
Athenian	Vancouver	C. P. R. Co.	July 18
China	Japan	P. M. Co.	July 19
Ras Dara	New York	T. & Co.	Aug. 21

Hongkong & Whampoa Dock Returns.

Travancore at Kowloon Lock.

Number

Taiyuan

Ships Passed the Canal.

Outward—14th June—*Austria*, Benlaris, *Hen of Crombie*, 17th June—*Libria*, Tonkin, *Dunlop*, *Kemum*, *Fenglin*, *Patroclus*, *Grafton*, *Pyra*, 21st June—*Southerly*, 24th June—*Tydes*, *Benvenue*, *Malacca*, *Pak Ling*, 27th June—*Benledi*, *Diomed*, 30th June—*Witeland*, *Achilles*, *Agincourt*, 4th July—*Poona*, *Renard*, *Sydney*, *Pyrrhus*, *Althol*, *Stuttgart*, *Bormes*, *Korana*, *Oceano*, *Rhenania*.

Homeward—14th June—*Louthier Castle*, 24th June—*Indramiti*, 27th June—*Dardanus*, 30th June—*Lacris*, 4th July—*Bayern*, *Seyovila*.

Arrivals at Home—14th June—Katsow.

17th June—*Acumen*, 21st June—*Prentiss*, 24th June—*Artemida*, *Tenaki*, 27th June—*Jason*, *Pera*, 30th June—*Schuyllkill*, *Tristis*, *Ernest Simons*, *Slavonia*, 4th July—*Roon*, *Nassovia*.

Mail will clear for:

Manila—Per *Zafiro*, 8th July, 11 A.M.

Hilo—Per *Dolt*, 8th July, 11 A.M.

Macao—Per *Huanghai*, 8th July, 12.15 P.M.

Singapore, Sourabaya and Samarang—Per *Onang*, 8th July, 2 P.M.

Keelung, Kobe, Yokohama and Portland, Or.—Per *Nicomedia*, 8th July, 3 P.M.

Amoy—Per *Hongwan*, 8th July, 4 P.M.

Haiphong—Per *Fri*, 8th July, 5 P.M.

Swatow, Amoy and Fochow—Per *Haitan*, 9th July, 9 A.M.

Macao—Per *Huanghai*, 10th July, 1.15 P.M.

Shanghai—Per *Shanghai*, 10th July, 3 P.M.

Singapore, Penang and Bombay—Per *Licht*, 11th July, 10 A.M.

Singapore, Batavia, Samarang, Sourabaya and Macassar—Per *Tijmah*, 11th July, 10 A.M.

Singapore, Penang and Calcutta—Per *Lightning*, 11th July, 10 A.M.

Occident, 11th July, 11 A.M.

Macao—Per *Huanghai*, 11th July, 1.15 P.M.

Shanghai—Per *Kowloon*, 11th July, 2 P.M.

Manila—Per *Teau*, 11th July, 3 P.M.

Cebu and Hilo—Per *Sungleng*, 11th July, 3 P.M.

Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Platani*, 12th July, 10 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Australian*, 12th July, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 12th July, 11 A.M.

Manila, Port Darwin, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chinglu*, 12th July, 3 P.M.

Cebu and Hilo—Per *Katsow*, 14th July, 3 P.M.

Kobe—Per *Taiyuan*, 15th July, 3 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Tiljaland*, 17th July, 11 A.M.

Tientsin—Per *Wong*, 17th July, 2 P.M.

Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma, Wash.—Per *Shantung*, 20th July, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 22nd Aug., 11 A.M.

Mails for Canton, Samah, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantao, Sanbus, Kongmoon, Kumchuk, Samah, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

Flagship of Vice-Admiral Bayle, Commander-in-Chief.

Flagship of Rear-Admiral de la Roque, Second-in-Command.

Flagship of Vice-Admiral Bayle, Commander-in-Chief.

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VISITORS AT THE HOTELS.

HONGKONG.

Alberta, K. Lewis, L. S.

Andrus, C. J. Luckie, A. R.

Andrus, Mrs. C. J. Luttinghaus, P.

Baker, A. S. Macdonald, D.

Berryhill, Dr. T. A. Mackay, C. H.

Bingham, Mr. & Mrs. Maher, James

J. E. and child Marriott, Dr. O.

Birbeck, R. J. Matsda, K.

Bissell, W. S. Meikle, Mr. and Mrs.

Bisney, S. E.

Blair, D. K. Merles, Mrs. P. N.

Brighton, F. G. Miller, P. L.

Broughall, L. Moon, Mr. & Mrs. E. M.

Carter, W. L. Moore, Dr. W. B. A.

Chalmers, Dr. Morrison, Mrs.

Chambers, Dr. & Mrs. Muller, Dr. F.

H. K. Murray, E. H.

Clark, Hon. Dr. Francis Murray, P. C.

Clark, T. C. Newington, A. G.

Clegg, A. M., Eng. Lt. O'Neil, J. L. Hugh

and Mrs. H. J. O'Neil, C. C.

Cunningham, G. Pan, Mr. and Mrs. F.

Davis, P. O. Parfitt, W.

Deacon, F. B. Parfitt, W.

Doolittle, F. H. Peake, W.

Douglas, Capt. & Mrs. Perkins, Mr. and Mrs.

Downing, Mr. and Mrs. T. L.

T. C. Raw, C. H.

Ermeries, V. A. Roach, Mrs. J. S. and child

Eymael, A. Rochet, L.

Fletcher, H. Rosell, Mr. & Mrs. A.

Frost, B. L. Scott, A. O.

Glover, C. Skinn, A. J.

Gyant, A. W. Skott, C.

Grove, Dr. and Mrs. F. Soper, E. A.

Hall, Capt. J. Soper, E. A.

Hagedorn, F. C. Speedman, H.

Hagedorn, Mrs. Stanley, H. H.

Harding, R. Stein, A. L.

Haselt, H. J. Stewart, W. M.

Hurst, R. M., Engineer Swindells, Dr. Edgar

Capt. Thompson, M. L.

Innes, Capt. R. Thornborough, J.

Kemp, H. H. Trimmell, W. D.

Kerr, F. Unbehauen, C. H.

Knaggs, Dr. Samuel Vickers, R. C.

Kranz, C. Wales, H. H.

Laid, A. H. Ward, J. C.

Laing, Dr. Watkins, Miss E.

Large, J. C. Williams, I. V.

Lewis, A. R. Wright, Mr. and Mrs.

CRAIGIEBURD.

Barnett, H. J. O. Russell, Mrs.

Dann, G. H. Smith, E. Grant

Gaskell, Mr. and Mrs. Smith, Mr. and Mrs.

Gibbons, J. B. Grant

Kaptein, B. D. Smith, H. Percy

Lyons, F. W. Webb, Mr. and Mrs.

Marchant, Capt. and Montague

Mrs. and children Wilson, Dr. Newell

McPherson, J. L. Young, J. Ashton

Nicholls, E. A.

July 6 at July 6 at

10 a.m. 4 p.m.

Barometer 29.84 29.79

Humidity 83 79

Temperature 75 91

Rainfall

Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

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Flagship of Rear-Admiral de la Roque, Second-in-Command.

Flagship of Vice-Admir

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC."

Captain Courret, will be despatched for MARSEILLES on TUESDAY, the 11th July, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. TOURANE.....25th July.

S.S. TONKIN.....8th August.

S.S. ARMAND BELLE.....22nd August.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th June, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."

Captain C. D. Goldsmith, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this for HOMBAY, on SATURDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marina*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Vanillas, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 27th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 4th July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Pleasant</i> ...	3,753	F.G. Purington	At July 12
<i>Shawmut</i> ...	9,666	E. V. Roberts	" July 20
<i>Tremont</i> ...	9,666	T.W. Garlick	" Aug. 8

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 26th June, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&C., &C., &C.

Telephone 1256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION, Hongkong, 16th May, 1905.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Gaine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [537]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Almeida Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

NO. 12, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. JENKIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	£1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=25.46 for second half-year 1904	\$830 London £87 \$37 buyers
National Bank of China, Limited.	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	\$320 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$51,992 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	\$74 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 \$1,850,000 \$20,000 \$72,749 \$893,110 \$800,000 \$46,773 \$1,000,000 \$37,701 \$1,000,000 \$318,093 \$2,241	Tls. 217,119	Interim of 7/6 1904	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,200,000 \$37,749 \$893,110 \$800,000 \$46,773 \$1,000,000 \$37,701 \$1,000,000 \$318,093 \$2,241	\$2,078,997	\$35 for 1903	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,701 \$1,000,000 \$318,093 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	\$172 1/2
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$329,047	\$329,047	\$6 dividend & \$1 bonus for 1903	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$360,372	\$360,372	\$34 for 1903	\$302 1/2
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,410 \$150,000 \$600,000 \$158,444	\$8,832	\$1 for 1904	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$26,160	Nil.	\$2 for year ended 30.6.1904	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$158,444 £305,000 £100,000	\$26,160	\$1 for second half-year 1904	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£305,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=5.378	\$96 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 25,000 £400,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	Tls. 61
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 25,000 £400,000	Tls. 43,762	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	Tls. 30 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116 \$5,000 \$85,410 \$150,000 \$600,000 \$158,444	£58,852	Interim of 1/- (Coupon No. 5) for 1904	Tls. 24/- sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$24,257 \$400,000 \$21,075 \$130,153	\$929	\$1.80 for year ending 30.4.1905	\$35 sellers \$27 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$130,153	\$21,231	\$10 for 1904	\$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$2,812	Final of \$15 making \$20 for 1904	\$213 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1897	\$31 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	Tls. 71 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	Interim of 1/- (No. 4) 50 cents making G. \$1 for 1904	Tls. 7 1/2 ex d. v. b. £3 17/8
Oriental Consolidated Mining Company, Limited	30,000	G. \$10	G. \$10	none	G \$672,093	No. 12 of 1/-=48 cents	\$6 1/2 sales
Raub Australian Gold Mining Company, Limited	30,000	£1	£1	£4,873	Dr. £4,029	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Tls. 8 making Tls. 13 for 1904/5	Tls. 140 buyers
DOCKS, WHARVES & GODOWNS.							
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 14,924	\$3.75 for 1904	\$95 buyers
Fenwick (Gen.) & Co., Limited	6,000	\$25	\$25	\$58,473 \$10,000 \$300,000 \$250,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	\$105
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	\$370 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$60,000	\$480	\$10 div. & \$5 bonus for year end. 30/6/04	\$225
Howarth Erskine, Limited	12,000	\$100	\$100	\$55,500	\$49,936	\$14 for 1903	\$111 1/2
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$150,000	none	\$10 div. and \$2 1/2 bonus for 1903	Tls. 187 1/2 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	none	\$7 dividend	Tls. 185 buyers
Do. (Preference)	2,750	\$100	\$100	none	none	none	none
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 \$2,100,000	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	\$38
Tanjong Pagar Dock Company, Limited	32,000	\$100	\$100	Tls. 17,500	Tls. 2,762	\$20 for 2nd half year making \$26 for 1904	Tls. 185 buyers
Yongste Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	none	none	Tls. 18 for 1904	\$31
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$2 1/2 for year ended 30.6.1904	Tls. 135 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 805	Final of Tls. 5 making Tls. 9	Tls. 105
Central Stores, Limited	6,000	\$15	\$15	\$12	\$1,502	Final of 60 cents making \$1.80 for 1904	Tls. 127 sellers
Do. (Founders)	123	\$15	\$15	\$20,000	none	None	\$105
Do. (New Issue)	24,000	\$15	\$15	\$7 1/2	none	Preferential of 7 per cent for 1904	\$74 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$140
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$17,875	Final of \$6 making \$12 for 1904	\$115
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	Tls. 19
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	First year	Interim of \$4	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$500,000	\$11,958	90 cents for 1904	\$124 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813	Tls. 40,766	Tls. 3 final and Tls. 2 bonus making	Tls. 124 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 170,000	Tls. 670	Tls. 8 for 1904	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Tls. 5 for 1904	Tls. 120 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	None	\$54
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Final of \$1.70 making \$3.20 for 1904	Tls. 42 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	Tls. 4 for year ended 31.10.1903	Tls. 161 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000	Tls. 13,629	50 cents for the year ending 31.7.04	3 %
Laon-kyung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 35,227	Tls. 10,000	Interim of 3 % a/c 1898	Tls. 41 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Tls. 22,050	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 47 sales
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$100	none	Dr. P. 2,584	4 % for 1897	\$100
Philippine Company, Limited	7,500	\$10	\$10	none	Dr. P. 2,584	\$125 for year ending 30.6.1900	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	First year	Tls. 68 sales
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	none	Final of Tls. 6 making Tls. 9	Tls. 68 sales
Leit's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	First year	Tls. 124 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	6d. per share for 1903	\$53 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$3 for 1904	\$30
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	\$3 for 1904	\$12 sellers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Tls. 5 for 1904	Tls. 63 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	None	\$110
Dairy Farm Company, Limited	25,000	\$10	\$10	none	none	80 cents for 1904	\$82 buyers
Lat Pau and Nerve, Limited	4,500	\$50	\$50	\$112,500	\$2,705 1/2	\$14 for year ending 31.7.1903	\$17 sellers
Green Island Cement Company, Limited	150,000	\$10	\$10	\$400,000	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	\$100
Hall & Holz, Limited	21,000	\$20	\$20	\$360,000 \$186,000	\$7,551	\$2 for 1904	\$26 1/2
Hongkong & China Gas Company, Limited	7,000	£10	£10	£25,394 £3,000	£8,188	Final of \$14 making \$24	\$27 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1 div. and 2/- bonus for 1904	\$170 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	none	\$2,795	£10 for year ending 30.4.1904	\$117
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$60,000	\$5,356	50 cents for year ending 30.11.1904	\$112 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$60,000	\$11,137	\$15 for 1904	\$424 1/2
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of \$13 making \$17 for 1904	\$152 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	Final of 70 cts. and 50 cts. bonus making	\$16
Law, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$475,000	\$3,400	\$1.90 for the year ending 30.9.04	\$120
Maatschappij tot Mijn. Bosch-en Landbouw	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	\$8 for 1903	\$135 buyers
Matiait in Langkat, Limited	3,400	\$10	\$10	none	Dr. Tls. 117,638	Interim of \$5	\$145 buyers
Maynard and Company, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	\$2 quarterly for Tls. 5, paid 15.6.05 mak- ing 50 far Tls. 124 for 1905	Tls. 207 sellers
Mendon, (L. L.) Limited	4,000	\$50	\$50	\$1,000	\$832	\$2 for year ended 31.10.1904	\$23
Moutrie (S.) & Company, Limited	1,200	\$50	\$50	none	Dr. \$5,537	Tls. 5 for 1901	Tls. 25
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	15,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of \$3 making \$5 for the year ending 30.6.04	\$54 sales
Shanghai Gas Company, Limited	15,000	Tls. 50	Tls. 50	Tls. 108,172	Tls. 8,011	None	\$50
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 24 for 1904	Tls. 124 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 35,000	Tls. 6,968	Final of Tls. 5 for 1903	Tls. 80 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,229	Tls. 5 for 1904	Tls. 167 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$100,000	\$1,766	Final of 37/6 making 57/6 for 1904	Tls. 420 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	\$64 for year ended 31.7.1904	\$80 sellers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,444	None	\$25
Straits Ice Company, Limited	2,000	\$100	\$100	\$15,000	\$700	60 cents for year ended 31.5.04	\$8 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000 \$50,000	\$84,813	\$10 for second half year 1904	\$74 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	\$1 div. and 35 cents bonus for half year ended 30.9.1904	\$150 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 2 1/2 making Tls. 8 1/2 for 1904/5	Tls. 100
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$10,000	\$480	Final of Tls. 2 1/2 making Tls. 8 1/2 for 1904/5	Tls. 100
Do. (Founders)	100	\$10	\$10	\$4,802	\$14,574	90 cents for year ended 31.5.1904	\$94 sellers
Watkins, Limited	10,000	\$10	\$10	\$30,000	\$6,000	\$25 for 1903	\$180 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$30,000	\$6,000	\$1 for 1903	\$8 sellers
William Powell, Limited	12,000	\$10	\$10	\$4,000	\$88	Final of 50 cents making \$1 for 1904	\$14 sales
						Interim of 50 cents for year 1904/1905	\$14 sellers